

Community Advisory Group (CAG)

Meeting #5

May 21, 2014



Illinois Department of Transportation

Tonight's Meeting Agenda

- Overview of Reasonable Alternatives
in Corridors 1 through 8
- Breakout Sessions
- Feedback

Illinois Land Acquisition Policy

The Road and Bridge Laws are in 605 ILCS (Illinois Compiled Statutes). These laws cover everything related to design, construction, utilities, land acquisition, etc.

- Land Acquisition laws are in:
605 ILCS 5/4-501 to 5/4-511
- Eminent Domain laws are in:
735 ILCS 30/1-1-1 to 30/99-5-5

Disclaimers

The plans you are viewing tonight require more design or design changes. Some items that are still to be worked out and that will affect the right of way footprint may include:

- Bike/pedestrian accommodations (bike/ped lanes, bike/ped paths)
- Final drainage designs (storm sewers, culverts, etc)
- The final design layout of the IL Route 3/111 & US 67 connection (presented at CAG meeting #4)
- A possible interchange design at the Wenzel Road overpass
- Noise walls and intersection improvements
- Possible environmental impacts

Please provide input on the following:

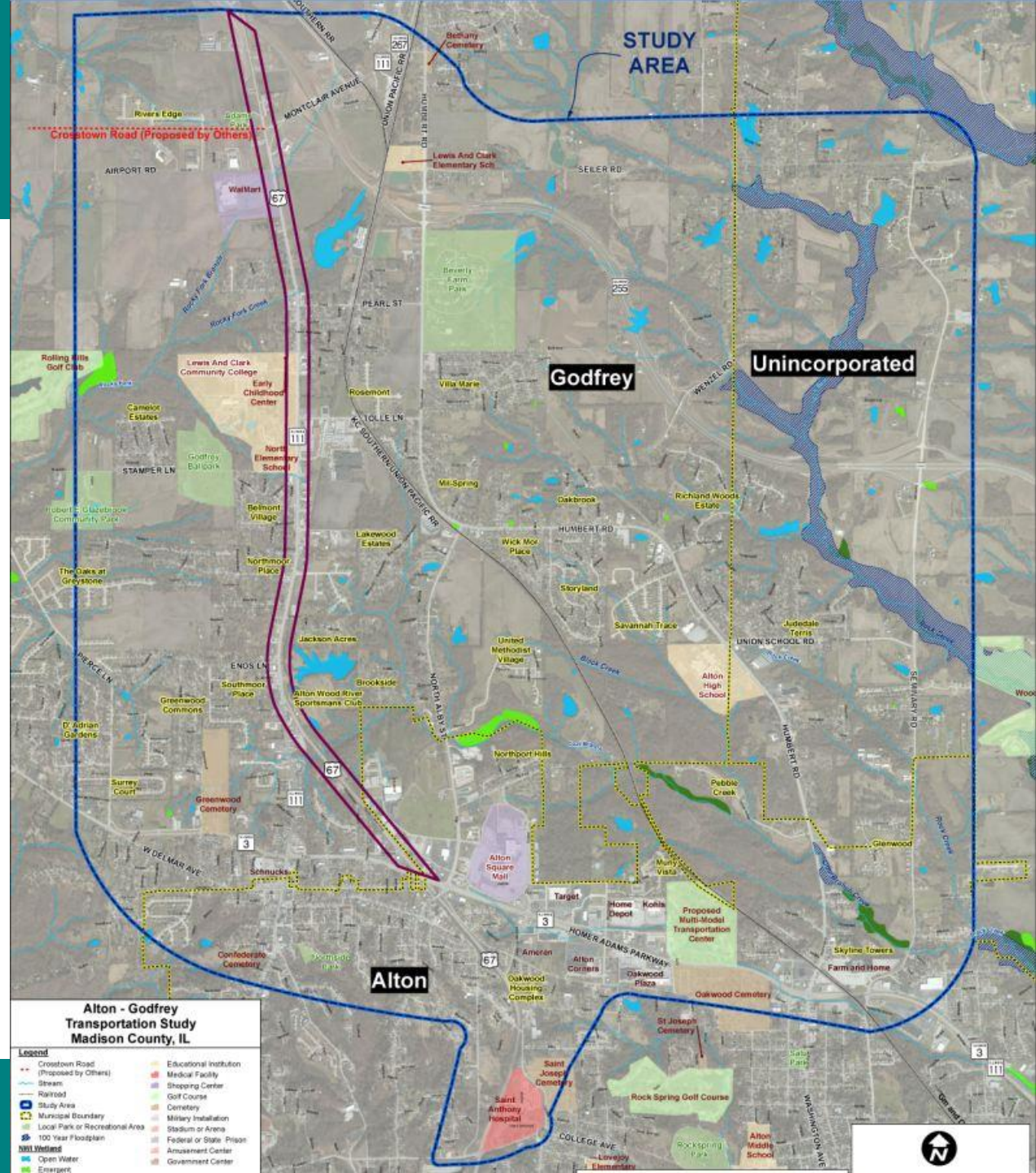
- Impacts to traffic flow on major routes
- Displacements
- Connectivity to local road network
- Concepts as a whole (i.e. likes/dislikes)

Alternatives 1 and 2

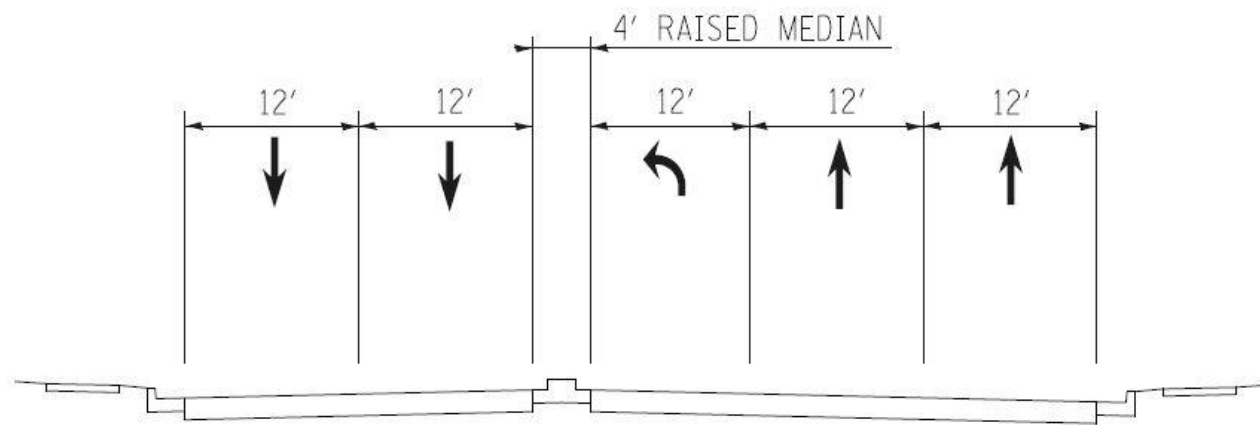
Upgrades of Existing Facilities (US 67 and North Humbert Rd)

Corridor Alternative 1

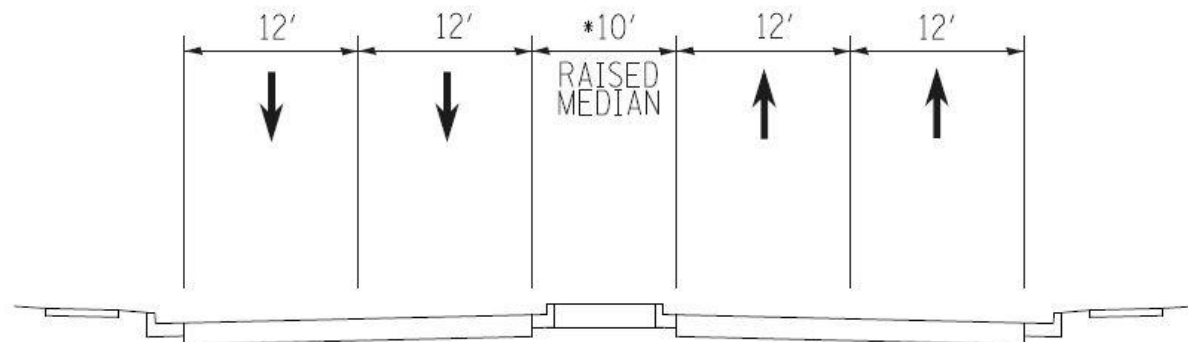
Upgrade of Existing US 67



US 67 - Typical Sections



ALTERNATIVE 1
LEFT TURN TYPICAL SECTION



* MINIMUM MEDIAN WIDTH 18'
WOULD REQUIRE A DESIGN EXCEPTION.

ALTERNATIVE 1
TYPICAL SECTION

Alternative 1

- Key Issues
 - Uses existing US 67
 - Increase mobility by increasing speed limit and limiting turning movements (raised median)
 - Indirect left turns (“jug-handles” / U-Turns)
 - Frontage roads and/or service drives to maintain access to businesses and residents
 - Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe

Alternative 1

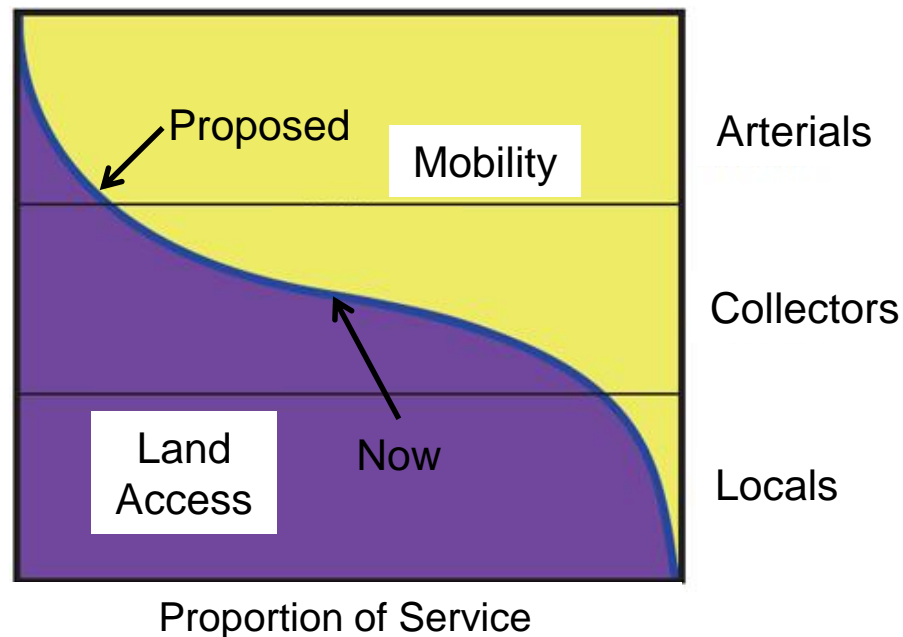
- Concerns
 - Not as effective in addressing the project Purpose and Need
 - Connectivity to IL 255 remains as it is now
 - Improvements to mobility would require modifications to access or displacement of some existing businesses
 - 2 residential and 10 commercial displacements
 - Potential additional 1 residential and 5 commercial displacements
 - 1 relocated entrance

Proposed Change in Function – US 67

Now vs. Proposed:

Access vs. Mobility

Classification	Function
Arterial	<ul style="list-style-type: none">• High Mobility• Low Access
Collector	<ul style="list-style-type: none">• Balance of Mobility and Access
Local	<ul style="list-style-type: none">• Low Mobility• High Access



What is a “jug handle”?

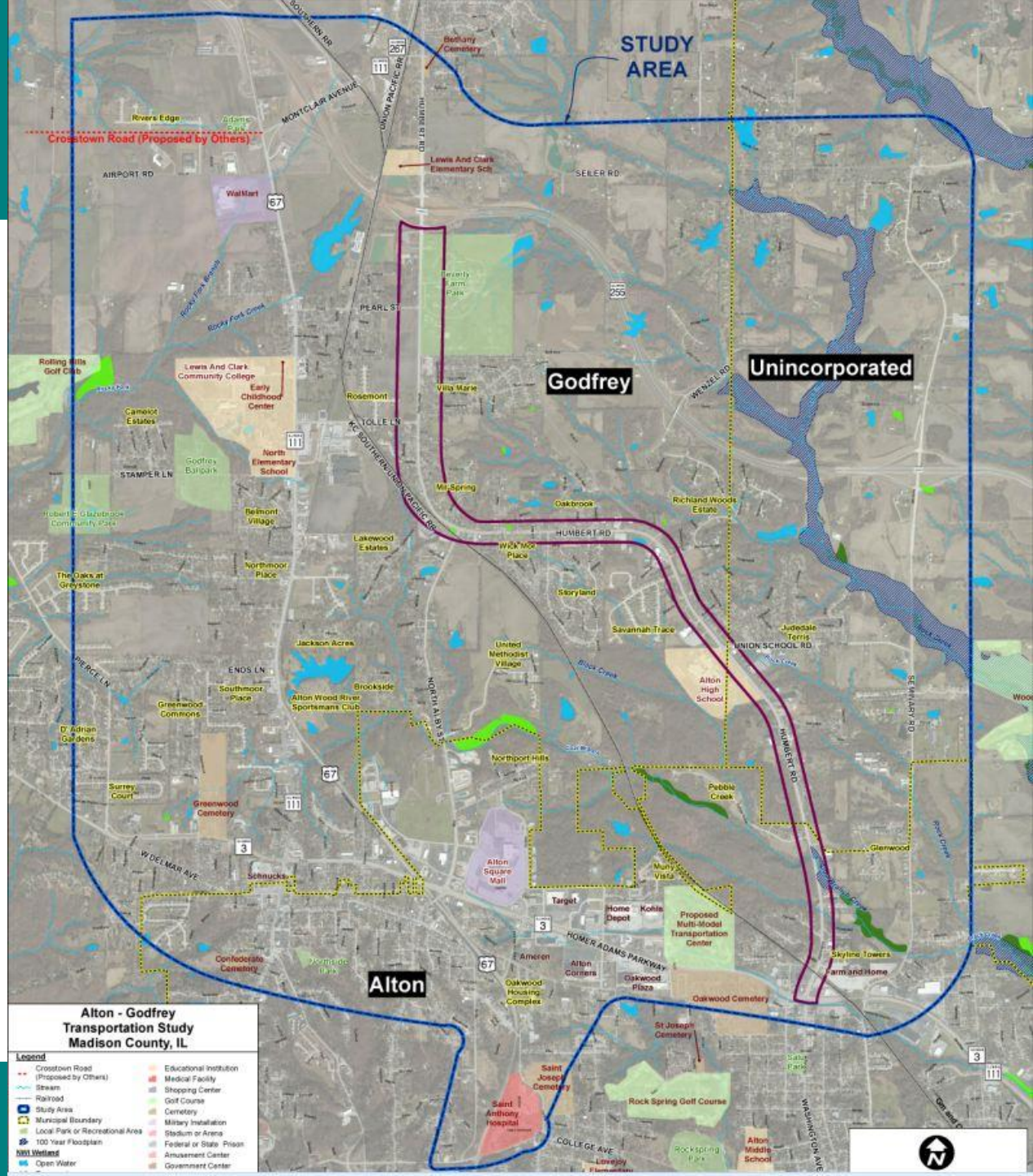


Basically,
it's a ramp
that handles
U-turns

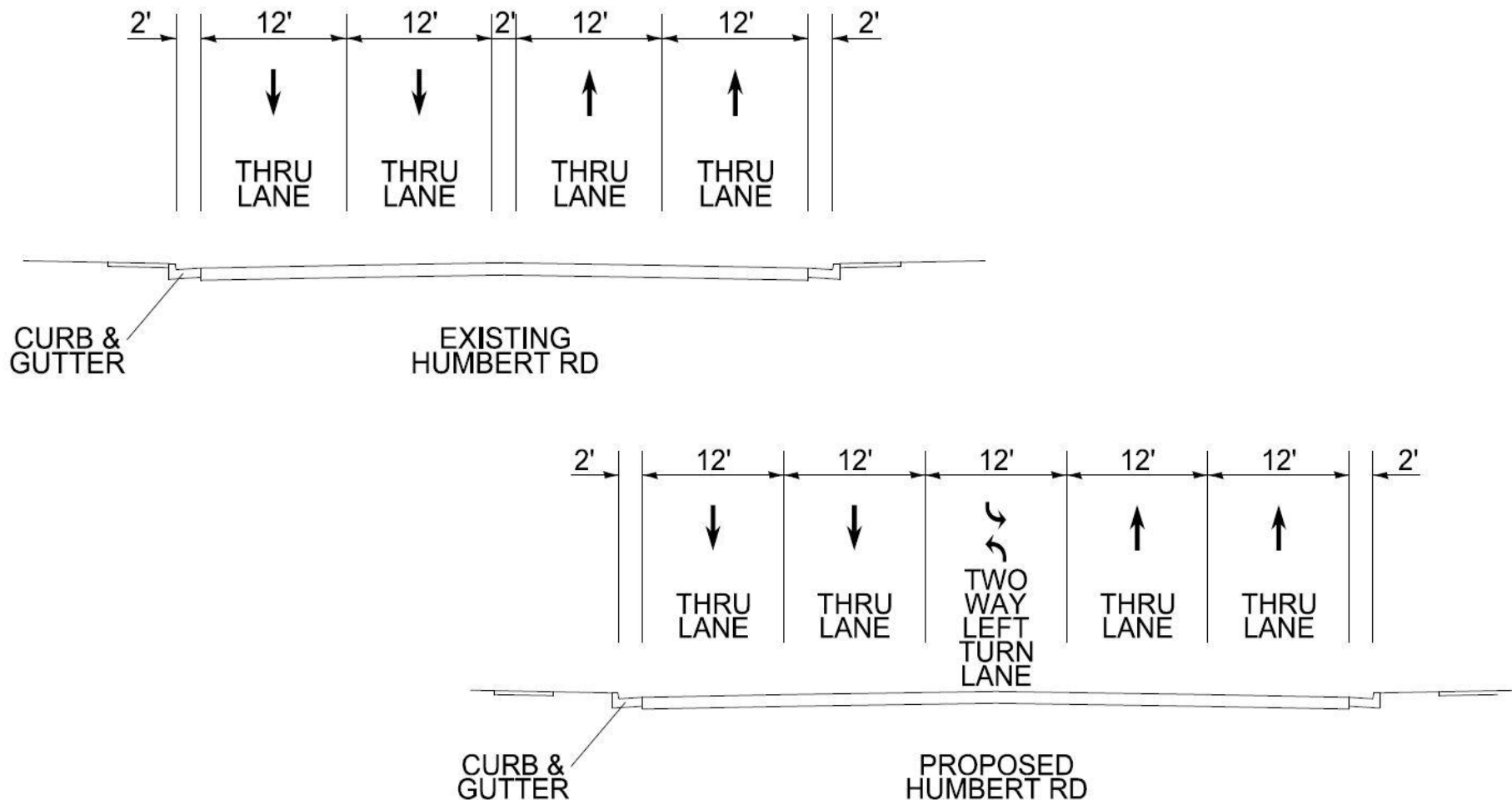
Example: Lindbergh Blvd. – St. Louis County

Corridor Alternative 2

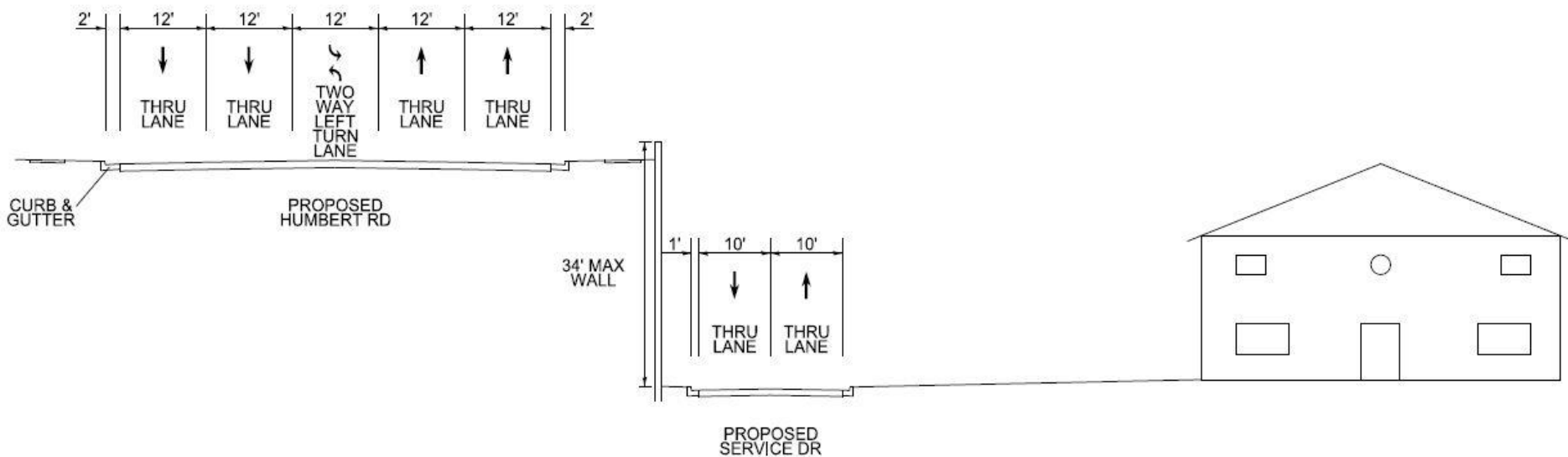
Upgrade of North Humbert



North Humbert - Typical Sections



North Humbert - Typical Section



Alternative 2

- Key Issues
 - Uses existing N. Humbert Rd
 - Spot improvements (signal timings, turning lanes) could be implemented in a relatively shorter timeframe
 - RR overpass included on N. Alby (benefit for emergency services and travel times)

Alternative 2

- Concerns
 - Not as effective in addressing the project Purpose and Need
 - Connectivity to IL 255 remains as it is now
 - 6 residential and 1 commercial displacements
 - Potential additional 11 residential and 3 commercial displacements
 - Large retaining walls used at N. Alby and N. Humbert
 - Does not address east-west connectivity
 - Does not eliminate at-grade RR crossing just north of IL Route 3/111

Breakout Session #1

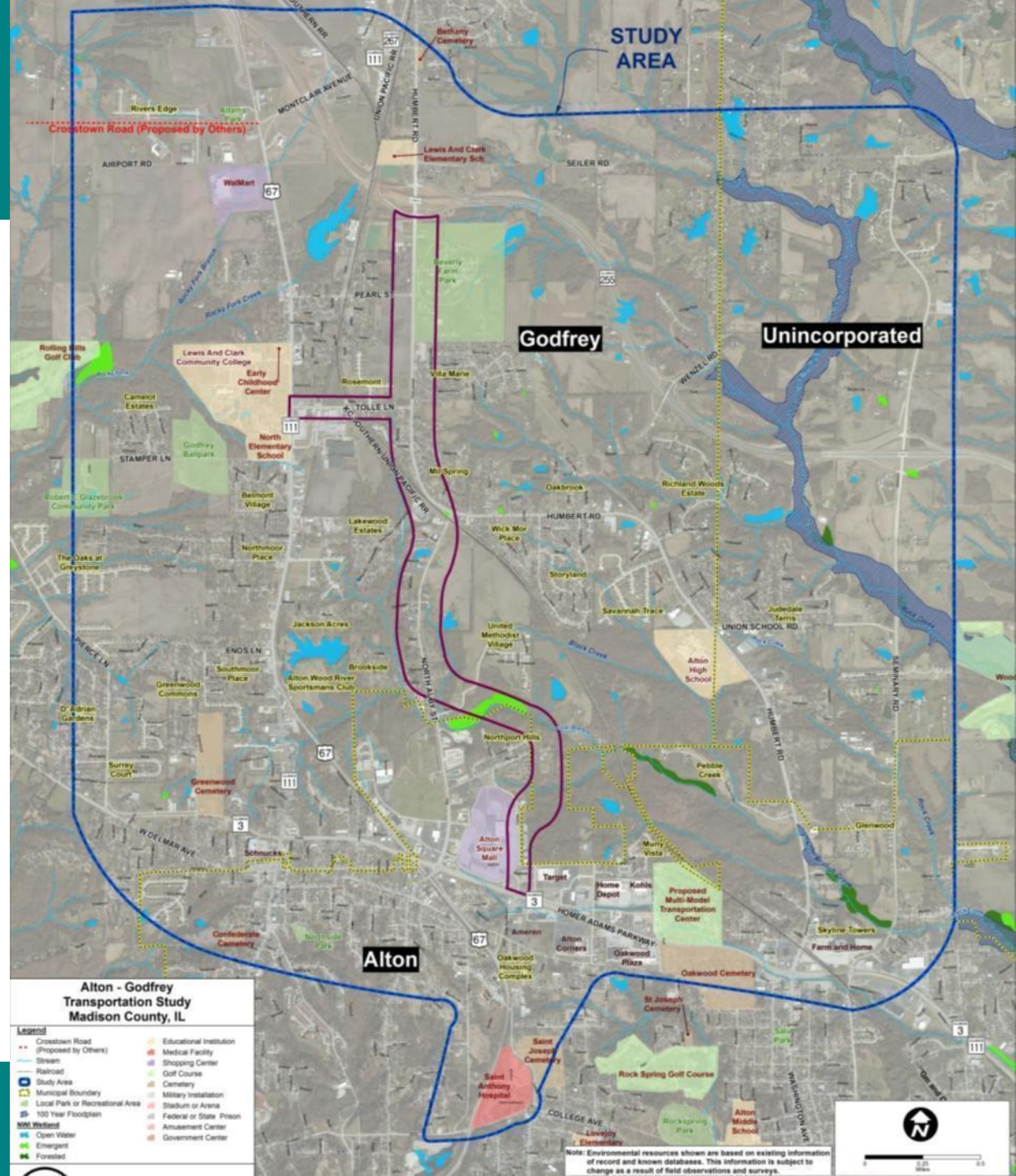
Alternatives 1 and 2

Alternatives 3, 4 and 5 N/S Connections incorporating the North Alby Corridor

Corridor Alternative 3

Upgrade of North
Alby; Upgrade of
North Humbert
north of Alby;
Upgrade of Tolle

*Note: this has been revised from
the previous version)*



Alternative 3

- Key Issues
 - Ties into Alton Square Mall and commercial areas
 - Improves a portion of N. Alby to 5 lanes
 - N. Alby alignment relocated to the east to avoid more displacements and two churches (Oakwood and Cornerstone)
 - RR overpasses included on N. Alby and Tolle Lane
 - N. Alby and N. Humbert Rd intersection is elevated

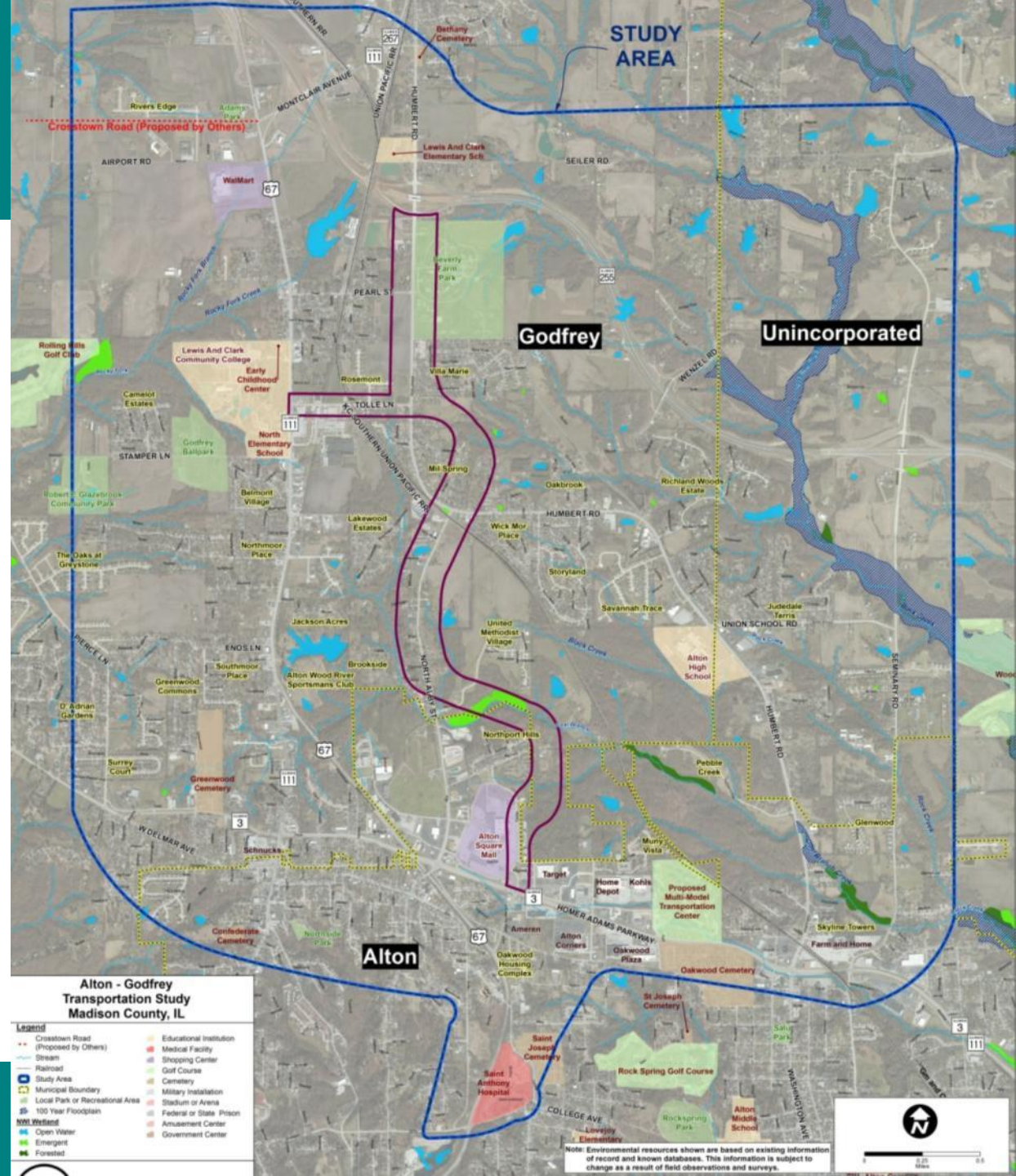
Alternative 3

- Concerns
 - 19 residential and 7 commercial displacements
 - Possible additional 8 residential and 7 commercial displacements
 - Large retaining walls used at N. Alby and N. Humbert and along Tolle Lane to reduce displacements
 - N. Alby to N. Alby connection is not direct

Corridor Alternative 4

Upgrade of North
Alby with Extension
to N. Humbert/Tolle

*(Note: this has been revised
from the previous version)*



Alternative 4

- Key Issues
 - Ties into Alton Square Mall Drive
 - Improves a portion of N. Alby to 5 lanes
 - N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
 - Intersection of N. Alby and N. Humbert relocated to Tolle Lane
 - RR overpasses included on N. Alby and Tolle Lane

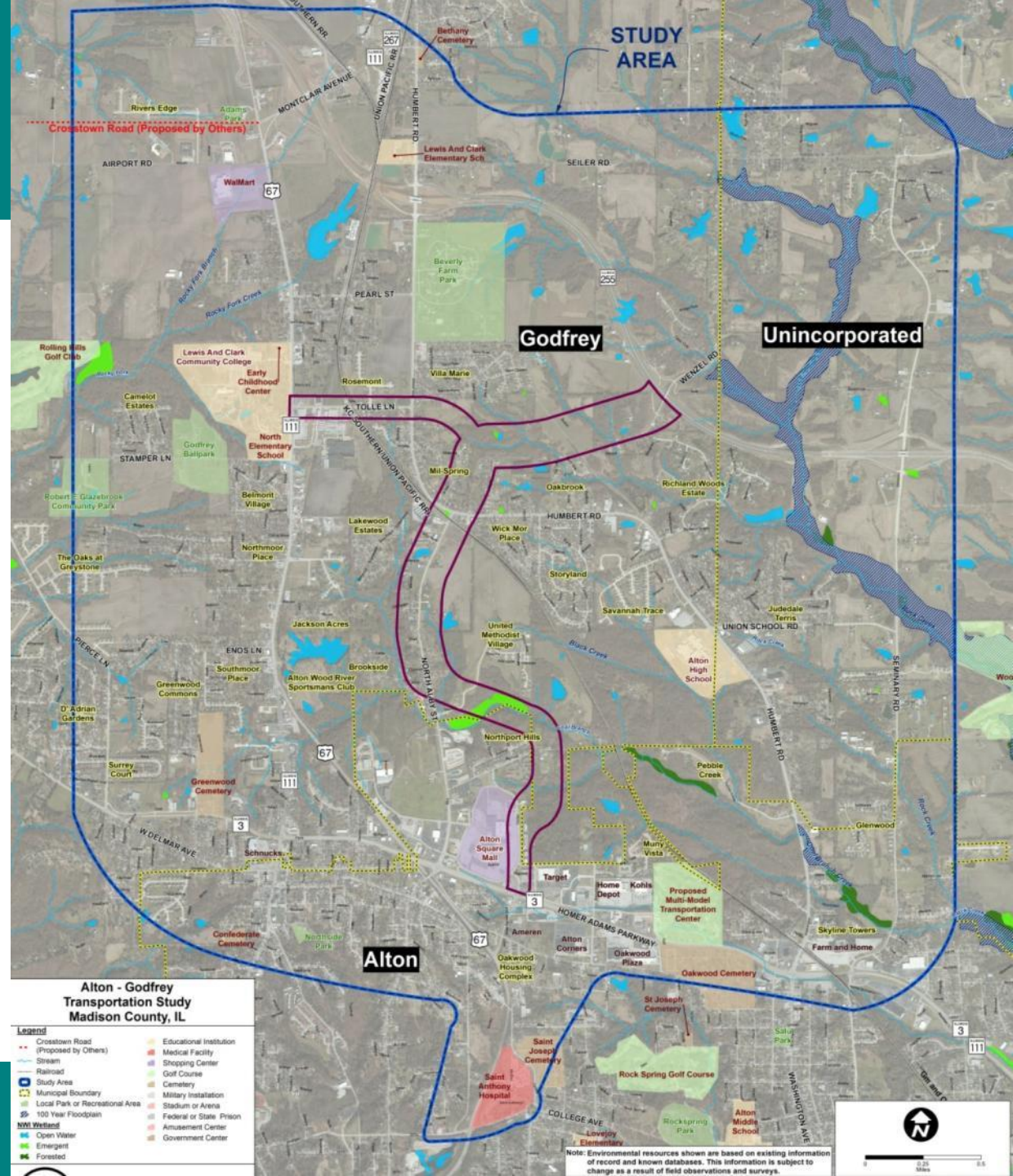
Alternative 4

- Concerns
 - 20 residential and 6 commercial displacements
 - Possible additional 5 residential and 4 commercial displacements
 - Retaining wall used along Tolle Lane for overpass

Corridor Alternative 5

Upgrade of North
Alby with Extension
to Wenzel Overpass and
Upgrade/Extension
of Tolle

*Note: this has been revised
from the previous version)*



Alternative 5

- Key Issues
 - Ties into Alton Square Mall Drive
 - Improves N. Alby to 5 lanes
 - N. Alby alignment relocated to east to avoid more displacements and two churches (Oakwood and Cornerstone)
 - Intersection of N. Alby and N. Humbert relocated to Tolle Lane
 - RR overpasses included on N. Alby and Tolle Lane
 - Connects to Wenzel Road

Alternative 5

- Concerns
 - 23 residential and 6 commercial displacements
 - Possible additional 9 residential and 4 commercial displacements
 - Retaining wall used along Tolle Lane for overpass to minimize displacements
 - Potential displacements pending Wenzel Road connection

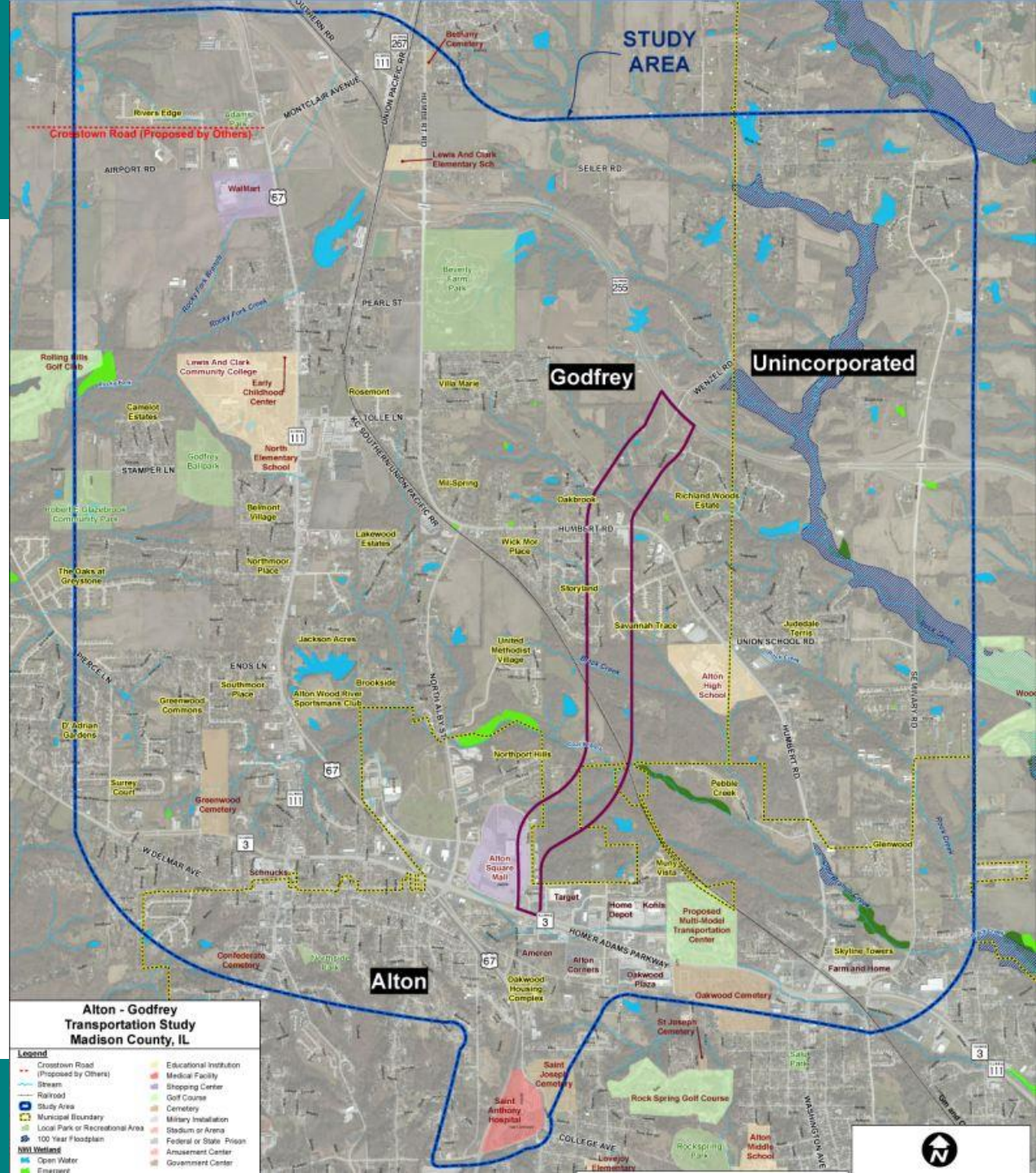
Breakout Session #2

Alternatives 3, 4 and 5

Alternatives 6, 7 and 8 N/S Connections East of the Mall

Corridor Alternative 6

New Alignment
from Alton Sq. Mall
Dr. to Wenzel
Overpass

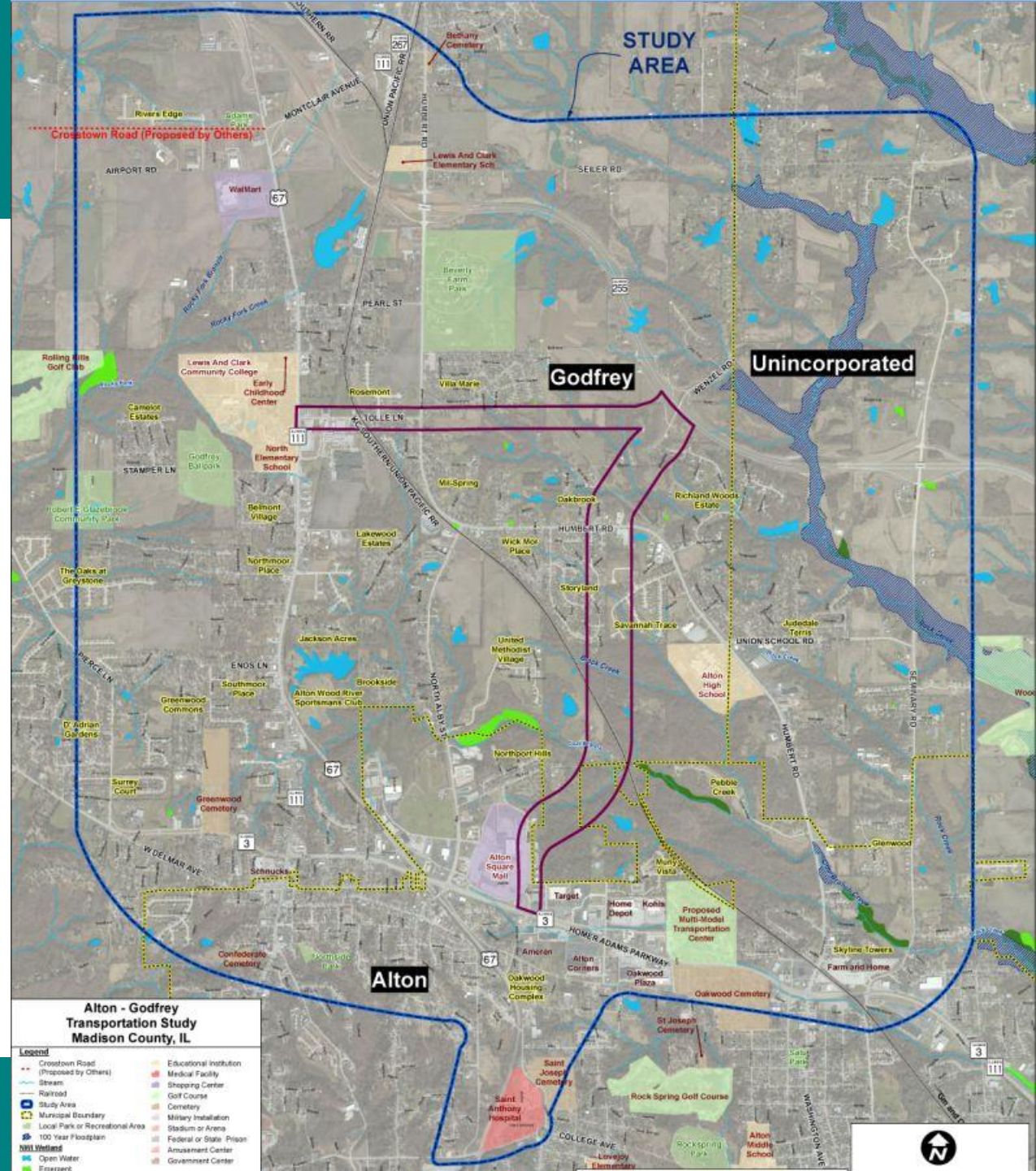


Alternative 6

- Key Issues
 - Compatible with any of the alternatives in Corridor 12
 - Requires a connection at Wenzel and IL 255 in order to attract traffic volumes
- Concerns
 - 7 residential and 6 commercial displacements
 - Potential additional 1 residential and 4 commercial displacements
 - Potential environmental impacts (forested area)
 - Terrain and railroad on high fill forces a large structure for a grade separated crossing

Corridor Alternative 7

New Alignment
from Alton Sq. Mall
Dr. to Wenzel
Overpass and
Upgrade/Extension
of Tolle



Alternative 7

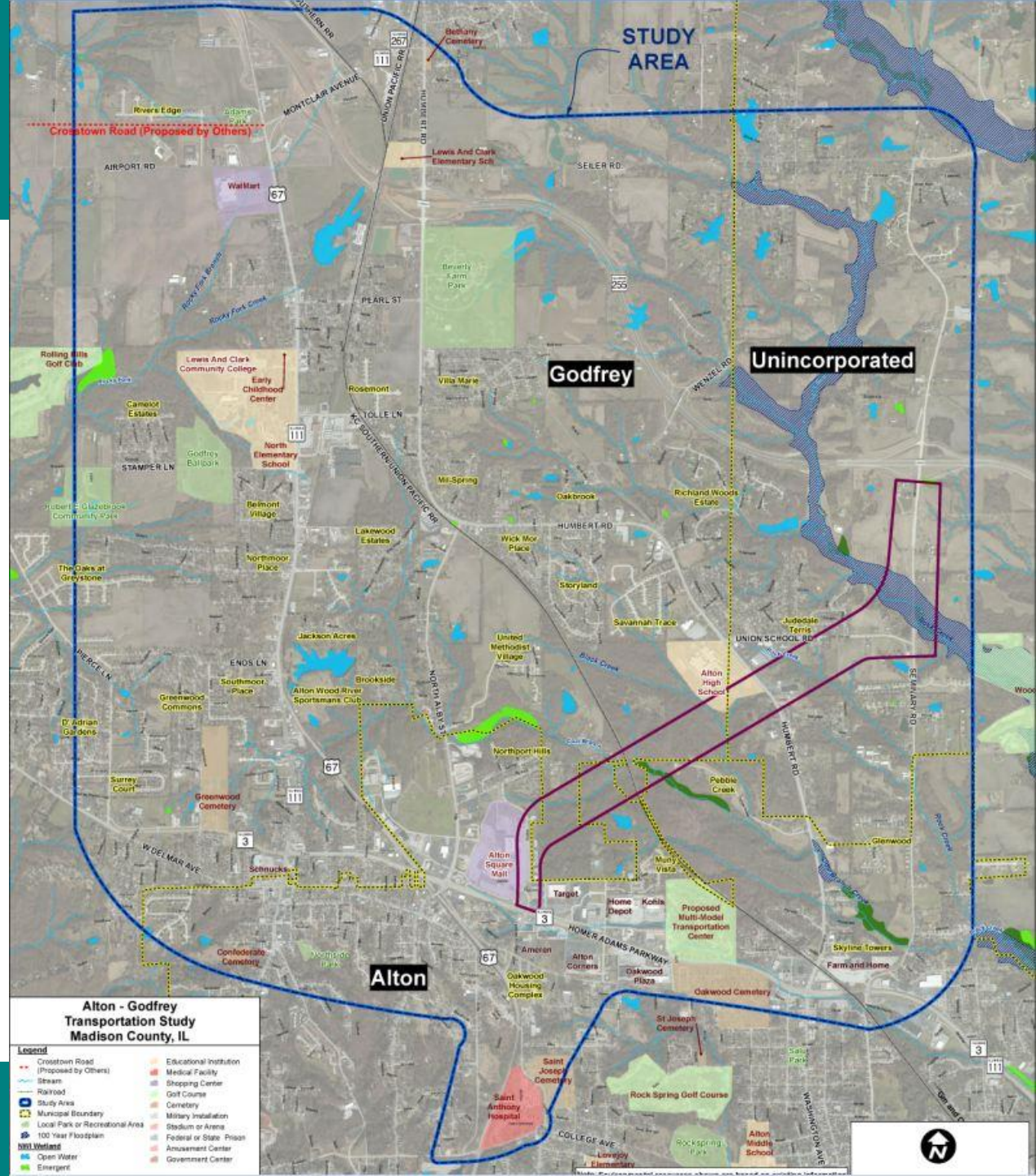
- Key Issues
 - Compatible with any of the alternatives in Corridor 12
 - Requires a connection at Wenzel and IL 255 in order to attract traffic volumes
 - Utilizes Tolle Lane and removes existing at-grade RR crossing

Alternative 7

- Concerns
 - 7 residential and 6 commercial displacements
 - Potential additional 5 residential and 5 commercial displacements
 - Potential environmental impacts (forested area)
 - Terrain and railroad on high fill forces a large structure for a grade separated crossing
 - Retaining wall used along Tolle Lane for overpass

Corridor Alternative 8

New Alignment
from Alton Sq. Mall
Dr. to Seminary



Alternative 8

- Key Issues
 - Compatible with any of the alternatives in Corridor 12
 - Utilizes existing Seminary Road interchange
- Concerns
 - 1 residential and 6 commercial displacements
 - Potential additional 4 commercial displacements
 - Potential environmental impacts (forested area)
 - Terrain and railroad on high fill forces a large structure for a grade separated crossing

Breakout Session #3

Alternatives 6, 7 and 8

General Discussion / Action Items / Next CAG Meeting

Thanks for your participation in the Alton-Godfrey Transportation Study